



The Viking Voice

Squadron of Merit and Unit of the Year 2000

A publication of the Civil Air Patrol Viking Composite Squadron

PILOTS IN COMMAND

by Capt. Barton Cottle

Several Vikings cadets recently passed a milestone that all hopeful pilots aspire to – they soloed! Certainly no easy task, they each proved to themselves, and their flight instructors, that they were ready to fly on their own, without a back-up. Cadets Cahn, Suby, Wellumson and Waddell all deserve accolades for their accomplishments. Some of their stories are below, along with a few photos, and I'm sure they'd all be happy to share their experiences in person.

Flight training through the CAP is a great opportunity for both cadets and seniors. Our aircraft are well maintained, easy to schedule, and cost substantially less than those that can be rented at local airports. There are several flight instructors in Viking Squadron that volunteer their time to share they passion to fly. If you've always wanted to fly, take the first step and speak to your commanding officer to learn more about CAP flight training or to schedule an orientation flight.



by C/CMSgt Suby

My first Solo flight took place on 5 Oct 03 at Flying Cloud Airport. I was taking my flight training through Thunderbird Aviation and learning in the Piper Tomahawk (to be precise, a PA-38-112). The lesson before my first solo flight, I had asked my instructor, Alex Davenport, how he thought I was progressing and if he had any idea

exactly they would solo; adding quickly that if the next lesson went like this one had, it would be in the very near future.

I checked in on the day of my solo flight and was told that we (my instructor and I) would be doing some pattern work. I did the pre-flight inspection and, finding everything in order, went out to do a few full-stop take-offs and landings with my instructor. The first take off and landing went relatively well and it became mostly routine after the second trip around the pattern. After clearing the active runway, my instructor got on the radio and requested to taxi back to Thunderbird. As we taxied, my instructor gave a bit of a critique on what I was doing well and what I should keep in mind for the next trip around the pattern. He then took the controls and taxied into Thunderbird and parked on the apron next to the fuel pumps. After shutdown, he asked to see my logbook and certificate. I watched as he signed the solo endorsement and handed it back to me. Alex then told me to go and do 3 full-stop taxi-backs and to bring the aircraft back in one

when I would be able to solo. My flight instructor pointed out that the FBO's policy was not wanting to tell students when

continued on last page

by C/CMSgt Waddell

Solo! This is for most pilots-in-training a dream come true; a major stride towards their FAA Private Pilots License. For me, when I soloed on 28 June 2004, I felt like someone had just given me a key to a new

world. A world where time and stress is non-existent and wonder and awe are your best friends, while you seem to just float in the clear, blue sky. I owe this experience to my patient flight instructor, Captain Barton Cottle, and to my most supportive friends, my parents.



MEMBER SPOT LIGHT

by Capt. Al Matson

Maj. Brent Halweg

I recently had the pleasure of observing Maj. Brent Halweg while he gave instruction on the DC-9 simulator at Northwest Airlines. He began the morning by briefing the pilot/first officer crew on procedures and what to expect while in the simulator. Since this was a final run before their official checkride for type transition, the concentration level was high. Both of these gentlemen, who I knew as Greg and Larry, have been pilots for some time already but Greg was getting a type rating in DC-9s.

In the world of simulators the term “fidelity” has to do with how realistic everything seems. Once this simulator starts running you feel immersed in the situation. Whether it is the feel and sound of gear retraction, the sound of air whistling past the cockpit, or the sound and feel of tires coming back into contact with the runway, this simulator is “high-fidelity”.

Maj. Halweg demonstrated how he can place a finger on a computer screen and move the location of the aircraft with ease. He could even “park” the aircraft in mid-air without the crew even noticing. Pressing another area on the screen allows him to “flame-out” an engine, and he demonstrated this as part of the training session. Just as the aircraft was rotating for takeoff he would touch a button to shut off one engine, and the crew reacted with all the professionalism one would expect from a Northwest



Airlines crew. It is just this type of training that has improved aviation safety to the levels we enjoy today.

Next time you see Maj. Halweg give him a big “thank you” for making our skies a safer place! Check out a short video of this training session on our Intranet site: <http://viking.cap.intranets.com/>. The video is located in “Documents”, then under Aerospace Education.

A VISIT TO THE SAC MUSEUM



by Capt. Al Matson

On a recent business trip to the Omaha area I couldn’t resist checking out the Strategic Air and Space Museum. This facility houses a large number of aircraft and spacecraft from the Cold War era. Near the entrance is a large missile, which was part of America’s protective force during that era. When you enter the museum the first thing you see is an SR-71 Blackbird pointing straight at you. The SR-71 is mounted on pylons in such



a way that it seems to be poised to fly right out the front door.

There are several areas within the museum, and if you really wanted to explore the whole site you should plan on spending at least four hours. The building is 300,000 square feet in size, and houses about 30 aircraft in two large hangars and a restoration facility. They also have a well stocked souvenir store where you can buy all sorts of interesting items.

To learn more about this very popular museum visit the following web site: <http://www.sacmuseum.org>.

Suby's Solo - continued from page one

piece. He then climbed out, checked the fuel caps and gave the thumbs-up that I was good to go.

After getting the engine started, I double checked the weather and got clearance to the active runway. I did the run up and called ready for takeoff. When the tower cleared me, I began the takeoff and proceeded around the pattern. Throughout the pattern, the aircraft handled a bit different than it usually did. This was underscored when turning onto final, as I needed a bit more control input and correction than I had on the previous landings. At that point in the flight, the realization that I was really the

“pilot-in-command” and that nobody else was in the aircraft set in. I put it out of my mind and focused on the landing. I touched down slightly harder than usual and taxied clear of the active.

When I had completed my third trip around the pattern, I taxied back to Thunderbird where my instructor met me as I parked the aircraft. I shut off the engine and that is when he congratulated me on bringing the aircraft back in one piece. It was at that moment I began to realize that I had just completed my first solo flight in an aircraft!

After we took pictures by the aircraft, we went inside to finish the paperwork. I received a round of congratulations as well as a Thunderbird shirt. I took home one of the photos of me in the aircraft I had soloed in (9577T). The other photograph was tacked on a bulletin board where it currently hangs. I left the airport with the intense satisfaction and excitement of having just flown an aircraft for the first time as the “pilot-in-command”. My next goal in flying is to fly as the “pilot-in-command” with other willing accomplices on board.

Out racing a Warbird, Cadet Waddell lands smoothly on 28L for his first solo landing.



...IN THE NEXT VIKING VOICE



Special thanks to: Maj. Shannon Bauer, Capt. Barton Cottle, Capt. Terry Dull, SM Gary Hall, Capt. Alan Matson, C/SMSGt Jason Suby, and C/SMSGt Joshua Waddell for their valuable contributions to this newsletter.